by one-fourth than the common mode of building.—I am, Sir, &c., T. C.

Oxford, April, 1848.

P.S. The cost of this school was 650*l*. The accompanying engravings shew the appearance of the building externally, the plan of the front portion of it, and a section of the school-room and play-ground.

CHURCH BUILDING.

The Holy Rhood Church rebuilding committee report that, after selecting out of 20 designs that of Messrs. Mee and Webbe, and finding that only 1,000*l*. could be collected over and above the 2,000*l*. proposed to be borrowed from the Exchequer, they had consulted with the architects, and now proposed to rebuild the church with their present funds according to the plan chosen, and "without materially affecting its general character, or at all detracting from its stability." It has therefore been resolved that the committee's proposal be carried out, the parish contribution not to exceed 2,000*l*., and no part to be applied till the whole be realised.——Trinity Church, Hartshill, was consecrated by the Bishop of Worcester, on Wednesday week.——A site and 2,000*l*. have been obtained towards the building of a church in the Wier district, Bristol; 600*l*. more will be required.——Christ Church, Cotmanhay, says the *Nottingham Guardian*, has been consecrated. It is in the Early style, with a bell turret; length of nave, 74 ft. 9 in.; aisle, 72 ft. 6 in.; width, 48 ft. 2 in.; length of chancel, 10 ft. 6 in.; width, 23 ft. 7 in. The architect was Mr. H. Stevens, of Derby; and the builder, Mr. J. E. Hall, of Nottingham.——St. John's Church, Goole, was consecrated on Tuesday. Ellerton Church (rebuilt) on Wednesday, and the Norman church of Sowerby, near Bridlington, on Thursday week, all by the Archbishop of York, who was also to consecrate a church at Carlton, near Pontefract, on Monday, and the new church at Balby, near Doncaster, on Tuesday. Three or four other Yorkshire churches will be ready for consecration in course of the summer. St. John's Church, Holmfirth, was to be consecrated by the Bishop of Ripon on Thursday. Contracts have been entered into for the restoration of a considerable portion of Sandal Church, Wakefield. Christ Church, Doncaster, is about to be inclosed, and ground for interment consecrated.——The new church now on the eve of completion at Woodside, Horsforth, was struck by lightning in a late storm. The upper stones of the turret were scattered, and most of the others shaken and displaced to the depth of three or four courses below the sill. Some of the stones of the upper part of the south side of the western gable were then fractured, and others thrown down. The roof, too, was much injured, and some very large stones went through it, while others were thrown 60 yards from the building. Funds are required for the completion of this church.——The old English oak pews of Northallerton Church, erected in 1747, have been replaced by open fir stalls, affording additional free sittings.

The Artists' Amateur Performance on the 27th ult., in aid of the Artists' General Benevolent Institution, went off very successfully. "The Heir-at-Law," and "Plot and Counterplot," were the pieces chosen. In the former, Mr. J. Wilson, Jun., as *David Dowlas*; Mr. R. J. Hamerton, *Dick Dowlas*: Mr. Frank Holl, *Dr. Pangloss*; Mr. T. W. Angell, *Steadfast*; Mr. M. Wood, *Kenrick*; Mr. John Tenniel, *Henry Moreland*; and Mr. F. W. Topham, as *Zekiel Homespun*, showed how quickly artistic sensibility adapts itself to a new path. The acting of the latter was especially excellent, as good as anything of the sort we have ever seen, nor can much less be said of Mr. J. Wilson and Mr. Holl. In the farce, Mr. J. F. Redgrave, Mr. George Cruickshank, and others, had parts in addition to the gentlemen already named. The house was not quite so full as it might have been, or as it would have been, with a *little* better management in this respect, so that the committee will scarcely be able to send so large a sum to the excellent charity in whose favour their exertions were praiseworthily made, as they did last year.

INSTITUTE OF BRITISH ARCHITECTS.

The annual general meeting of the Institute was held on Monday evening last, to receive the report of the council and elect officers for the ensuing year. The report, which shewed that the financial condition of the Institute was better than it has ever been, having been read, Mr. Kendall moved its adoption. Mr. Mayhew moved a vote of thanks to the president, Earl de Grey, and in so doing took occasion to suggest that a paid lecturer should be appointed, and that those members of the Institute who cannot give time for the preparation of papers themselves should contribute towards the expense of such an appointment.

Mr. Godwin moved a vote of thanks to the vice-presidents, and in respect of the heavy drag on the funds for the rent, urged that the council should keep in mind the often-asserted possibility of uniting several artistic societies under one roof, by which the expense might be lessened.—Mr. Ferrey moved thanks to the council—and Mr. Mocatta to the secretaries. A vote of thanks was also given to the foreign corresponding secretary, Mr. T. L. Donaldson. The officers were then balloted for, and the following declared duly elected:—Earl de Grey, president: Messrs. Bellamy, Poynter, and Sydney Smirke, vice-presidents; ordinary members of council, Messrs. Chantrell, Donthorne, Gutch, P'Anson, Kendall, G. Mair, Mee, C. C. Nelson, Penrose, and Woolley. Mr. Cole, auditor. Messrs. Bailey and Scoles, secretaries.

On Monday evening a special meeting will be held to consider the memorial submitted to the council some time ago, for the formation of a benevolent fund for the less fortunate members of the profession.

RAILWAY JOTTINGS.

'Mercator,' in *Herepath's Journal*, recommends Government to assist the railway companies who have works in course of construction, on the ground that, in the event of a continental war, the national importance of the railways would be greatly increased, as an adjunct for the "chief carriers of the world," which he thinks we should probably again be, and as a substitute for our coasting vessels in the transmission of coals and other goods coastwise, during a period when not only would premiums of marine insurance be high, but our coasting carriers be converted into foreign voyagers, and an immense increase of traffic by railway ensue. 'Mercator' enforces his appeal by the hint that tens of thousands of our unemployed and restless labouring classes would thus be usefully engaged. He proposes that Government should issue Exchequer-bills to the companies, to be secured on their property, and repaid in five years.—— It has been suggested that a pair of coupling-chains, fixed diagonally between the ends of every two carriages, the one crossing the other from and to opposite sides of the rail, would diminish the effect of the centrifugal force at curves, and lessen the chances of trains running off the line, especially when placed nearly on a level with the centre of gravity in the carriages. Experiments are said to have confirmed the practical utility of this suggestion.——A speed of 53 miles in 50 minutes, with a train of 50 tons weight, was lately attained by one of the new class of 8-feet driving-wheel engines, "The Emperor," on the Great Western. Greater part of the run between the 4th mile-post from Paddington and Reading was made at the rate of nearly 70 miles an hour, and several miles were gone over in 49 seconds per mile. This speed is said to be the greatest ever maintained with a train, whether on broad gauge or narrow.——The Chester and Holyhead line was to be opened for about forty-five miles—Chester to Conway—on Monday last. Further experiments have been made on the strength of the Conway tunnel bridge. With trains of several hundred tons weight, the maximum of the inflection is said to have reached an inch only in one instance. A slight oscillating motion is perceived by those on the top of the tube or leaning against its sides in the interior. The masonry of the Menai or Britannia tunnel bridge (which will consist of two tubes, each 460 feet long, and three buttresses for each of the two lines of rail), is in rapid progress; but it will be twelve months ere one set even can be finished. The permanent way through Anglesea to Holyhead is completed to near Carnarvon Bay. From Conway to Bangor will be opened in a month. The total expenditure on the works at last half-yearly meeting was 1,645,385*l*. 19s., while 257,235*l*. 18s. 11d. had been paid for land and compensation, and 245,251*l*. 1s. 10d. had been expended on the tubular bridges. ——Three millions of bricks, it is estimated, will be requisite in the formation of a viaduct of 300 yards, in progress, at Brierly-hill, on the Oxford, Worcester, and Wolverhampton line: two years have been agreed on for its completion.——The stability of the new 'truss' bridge over the South Drove drain, about two miles from Spalding, was tested on Friday week, in presence of various architects, engineers, contractors, &c. A steam-engine and 30 ballast waggons (each weighing nearly five tons) passed over, the bridge, according to the *Stamford Mercury*, yielding not more than the sixteenth of an inch.——The Manchester, Sheffield, and Lincolnshire is about to apply for leave to improve the Humber Ferries, by constructing a long pier on the Hull side of the river. The Admiralty has assented, and experimental operations have commenced.—— The new railway station at Hull is nearly finished.——The Boulogne and Amiens line has been opened at length throughout, so that the first great highway of the iron age, between the centre of the two first nations of the world, is now, if we may say so, finished as far as it can or will be, unless that model of Menai tubes, the submarine tunnel tube across the strait at Dover, be itself now destined to be realized. The line is said to be well formed, and the carriages handsome and convenient, as well as costly. The Boulogne station is on a smaller scale than at first contemplated by at least 30,000*l*.

ELECTRO-TELEGRAPHIC PROGRESS.

The *beau ideal* of electro-telegraphic converse we have often alluded to as a consummation much more likely to be wished for long, than shortly realised. But can it be credited that this very *beau ideal* has already been realised,—that while the well-known 'fist' of some one correspondent is rapidly tracing out its familiar characters at John O'Groat's house or the Land's End, at that very moment, by some magical hocus-pocus, a perfect fac-simile of it may and can now suddenly appear before the *second* sight of his astonished coadjutor in the metropolis! Nay more,—that still more rapidly than it is possible for even the most expeditious to write, their lucubrations may, *verbatim et literatim et formatim*, be so transmitted to or from the Ultima Thule,—that in fact at the rate of 500 letters, or, on an average, at least at the rate of 100 words of ordinary writing per minute, or four times that number of telegraphic characters or words, may now be not only so transmitted, but set down —exactly *transcribed*; and, moreover, that with even greater rapidity, letter-press printing may be copied, and thus fac-similes of the morning papers be transmitted to Liverpool, Manchester, and Edinburgh, long before the papers are themselves delivered to their London readers! On the credible authority of the *Spectator*, we have now to announce all this as a reality,—that by the electro-magnetic "copying telegraph" (it ought to be called the "electro-magical pentagraph") invented by Mr. F. C. Bakewell, all this, and more, *can* be done, and shortly *will* be done. The invention is to be patented, and is consequently not yet described, but the *Spectator* has seen 'a specimen of its writing,' and can, therefore, testify to its 'character' as an accurate autographer.

"The letters traced on the paper appear of a pale colour, on a dark ground formed by numerous lines drawn close together. When this means of correspondence is in operation, instead of dropping a letter into the Post-office box, and waiting days for an answer, we may apply directly to the Copying Telegraph, have it copied at the distant town in a minute or less, and receive a reply in our correspondent's handwriting almost as soon as the ink is dry with which it was penned. There

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